

# MANY A FISHING CRAFT AFFECTED

## Pill Pending Calls For Engineers and Pilots on Motor Craft.

First it is reciprocity, then beam trawling, and with a battle just underway on the latter now comes another obstacle which the Gloucester fishermen must fight which has just been discovered in what at first seemed a harmless piece of legislation in a bill now before Congress.

The bill which would amend the act of June 9, 1910 relative to preventing collisions at sea and regulating certain motor crafts on navigable waters has a very broad scope and should it pass, all fishing crafts of 40 feet or over, whether motor or auxiliary types would in the future be navigated by engineers and pilots licensed by the steamboat inspector service.

Under the title of "A bill to amend an act entitled, 'an act to amend laws for preventing collisions of vessels and to regulate the equipment of certain motor boats on navigable waters of the United States,' approved June 9, 1910," the proposed legislation reads:

Be it enacted by the senate and house of representatives of the United States in Congress assembled, that section five of the act entitled, "an act to amend laws for preventing collisions of vessels and to regulate equipment of certain motor boats on the navigable waters of the United States," approved June 9, 1910, be amended by substituting for the words, "provided that motor boats shall not be required to carry licensed officers except as required in this act," the following: "Provided, that when carrying freight or passengers for hire, or engaged in fishing as a regular business, motor boats of class three and vessels 65 feet or more in length, propelled by machinery other than steam, shall not be operated or navigated unless in charge of engineers and pilots licensed by the steamboat inspection service in the manner now provided by law for the examination and license of engineers and pilots and such engineers and pilots shall be subject to the laws and regulations now applicable to licensed engineers and pilots of steam vessels. Any such motor boat or said vessel operated or navigated in violation of this proviso, shall be subject to the penalty provided in section 7.

And provided further that motor boats shall not be required to carry licensed officers except as provided in this act of June 9, 1910, entitled, "An act to amend the laws for preventing collision of vessels and to regulate equipment of certain boats in the navigable waters of the United States" as hereby amended.

This act shall take effect four months after the date of its approval. Owners and masters are viewing with alarm the proposed amendment and that they intend to fight it to the finish is apparent from the expressions of opinions that have been voiced the past few days.

A well known captain who was about to purchase a small auxiliary craft a few days ago was informed of the proposed law by a friend and after looking over the situation reconsidered his determination to buy until Congress decides what it will do with the bill.

A special meeting of the Master Mariners' Association was held yesterday afternoon and took action on the matter. At other places along the coast there is said to be much opposition to the bill, and it is likely that similar action will be taken by organizations at these places.

Feb. 16.

### Portland Fish Notes.

About all of the Portland fishing vessels came in Wednesday, most of them having small fares, but the aggregate landed, including that brought in by the boat fishermen, footed up about 75,000 pounds. The crews report the weather conditions on Tuesday as being responsible for the small catches made, the wind blowing strong with a choppy sea. Capt. Doggett of sch. Topsail girl is so disgusted with his luck that he has hauled his vessel up at Union wharf and will not refit until it is time to start out halibuting, about the middle of March.

# ONE CARGO OF FROZEN HERRING.

ONLY FISH RECEIVED AT THIS PORT EXCEPT FROM THE GILL NETTERS.

Sch. Jennie B. Hodgdon is the only off shore craft here today. The craft brings a cargo of 850 barrels of frozen herring from Port aux Basques, which were shipped overland from Bay of Islands and are consigned to the Cunningham & Thompson Company, owners of the vessel.

Only a few of the gill netters did anything yesterday, several of the fleet not lifting at all. On account of the heavy ice, the shore boats and gasoliners have been tied up the past few days.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Jennie B. Hodgdon, Port aux Basques, 350 bbls. frozen herring.  
Steamer Quoddy, gill netting, 1000 lbs. fresh fish.  
Steamer Rough Rider, gill netting, 800 lbs. fresh fish.  
Steamer Margaret D., gill netting, 1500 lbs. fresh fish.  
Steamer F. S. Willard, gill netting, 2500 lbs. fresh fish.  
Steamer Nomad, gill netting, 1800 lbs. fresh fish.  
Steamer Bethulla, gill netting, 2000 lbs. fresh fish.  
Steamer Venture, gill netting, 800 lbs. fresh fish.  
Sch. Harriet, shore.  
Sch. Belbina P. Domingoes, shore.  
Sch. Mary E. Silveira, shore.  
Sch. Jorgina, shore.  
Sch. Jeannett, shore.  
Sch. Valentina, shore.  
Sch. Harmony, shore.  
Sch. Walter P. Goulart, shore.  
Sch. Emily Sears, shore.  
Sch. Little Fannie, shore.  
Sch. Rebecca, shore.  
Sch. Azorean, shore.  
Sch. Mary DeCosta, shore.  
Sch. Lillian, returned.

### TODAY'S FISH MARKET.

#### Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.  
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.  
Salt "drift" codfish, large \$5.25, medium \$4.75.  
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.  
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.  
Haddock, \$1.75.  
Pollock, \$1.75.  
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.  
Hake, \$1.87 1-2.  
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.  
All codfish with napes picked bring 25c over the above prices.

#### Fresh Fish.

Haddock, \$1.15 per cwt.  
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.  
Cusk, large, \$1.80, medium, \$1.20.  
Snapper cusk, 60c.  
Hake, \$1.45.  
Dressed pollock 90c; round 80c.  
Bank halibut 11c per lb. for white and 9 1-2c per lb. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 per cwt.  
Frozen herring, \$2.75 per cwt.  
Fresh herring, \$2.50 per bbl.  
Frozen squid, \$3.75 per cwt.

Feb. 16.

### Big Demand for Motors.

The demand for motors in this province is well evidenced by the prosperity of a concern at New Glasgow, says the "Maritime Merchant" of Halifax, N. S. Last year this concern had to turn down 90 orders for engines simply because their plant was not large enough to handle this business. They have in already this season enough orders to keep them steadily working for six or eight months at their present capacity, and the Newfoundland market, which is practically a virgin market, is open and clamorous for gasoline engines.

# A QUARTETTE OF OFF SHORES.

BROUGHT FINE COD AND HADDOCK TRIPS TO T WHARF TODAY.

Although Saturday is generally a pretty quiet day at T wharf for the fish dealers, four off shore crafts were there this morning all with good fares.

Sch. Mary F. Curtis has a dandy trip, hailing for 85,000 pounds. The others are schs. Aspinet with 79,000 pounds, Mildred Robinson, 77,000 pounds and Rex, 75,000 pounds. The Curtis has a few halibut, hailing for about 2000 pounds and the Rex, 2500 weight.

Haddock sold from \$1.60 to \$2.80 a hundred weight, large cod, \$4.25 to \$4.50, market cod, \$2.25, hake, \$2.50, pollock, \$2.50, cusk \$1.25 and halibut, 13 1-2 cents right through.

### Boston Arrivals.

The fares and prices in detail are:  
Sch. Aspinet, 58,000 haddock, 18,000 cod, 300 hake.  
Sch. Mildred Robinson, 36,000 haddock, 34,000 cod, 5000 hake, 2000 pollock.  
Sch. Mary F. Curtis, 65,000 haddock, 18,000 cod, 2000 halibut.  
Sch. Rex, 60,000 haddock, 12,000 cod, 2500 halibut.

Haddock \$1.60 to \$2.80 per cwt.; large cod, \$4.25 to \$4.50; market cod, \$2.25; hake, \$2.50; pollock, \$2.50; cusk, \$1.25.

### TODAY'S FISH MARKET.

#### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.  
Eastern halibut codfish, large, \$4.75, mediums, \$4.25.  
Haddock, \$1.50.  
Pollock, \$1.50.  
Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.  
Hake, \$1.50.

#### Fresh Fish.

Haddock, \$1 per cwt.  
Peak cod, large, \$2.15, medium, \$1.75, snappers 75 cts.  
Western cod, large, \$2.25, mediums, \$1.85, snappers 75 cts.  
All codfish not gilled, 10 cts. per 100 pounds less than the above.  
Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.  
Bank halibut, 8 1-2 cts. per lb. for white and 9 1-2 cts. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.  
Newfoundland frozen herring, \$2.75 to \$3.25 per cwt.  
Shore frozen herring, \$2 to \$3 per bbl.  
Frozen squid, \$3.75 per cwt.

### Portland Fish Notes.

Sch. Claudia of this port which discharged her trip of halibut at Portland, took on bait Thursday at the Portland Cold Storage plant and will make another trip to Brown's Bank before returning to her home port. In spite of the warmer weather the schooner's decks are still partially covered with ice although the crew have done a lot of chopping in the three days they have been in port.

Feb. 17.

# WITH FARES OF HADDOCK.

TWO CRAFTS IN HERE ONE WITH BOOM AND GAFF BROKEN.

Sch. Thos. S. Gorton arrived here this morning with her main boom broken and her mainsail torn, the accident having taken place a few days ago on Georges during a blow, so that it was necessary to leave the grounds and come home to repair the damage. The craft has about 30,000 pounds of fresh fish, which sold to the Gloucester Fresh Fish Company.

Sch. Laverna, Capt. Albert Larkin, arrived yesterday afternoon from Georges with a fine fare, consisting of 90,000 pounds of fresh fish, which also sold to the Gloucester Fresh Fish Company.

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None of the gill netters lifted yesterday, as none of the small crafts ventured out, while the steamers came in after having gone outside a short distance.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Laverna, haddock, 90,000 lbs. fresh fish.  
Sch. Thos. S. Gorton, Georges, 30,000 lbs. fresh fish.  
Sch. Mary DeCosta, shore.  
Sch. Emily Sears, shore.

### Vessels Sailed.

Sch. Arethusa, haddock.  
Sch. Rob Roy, haddock.  
Sch. Walter P. Goulart, haddock.  
Sch. Harmony, haddock.  
Sch. Lillian, haddock.  
Sch. Frances V. Sylvia, haddock.  
Sch. A. D. Story, Georges.  
Sch. Pauline, Georges.  
Br. sch. Mary A. Whalen, Boston.

Feb. 19.

# WILL CONFER ON REGULATIONS.

Canadian Marine Minister at Washington to Settle Few Points.

Hon. J. D. Hazen, Canadian minister of Marine and Fisheries, left Ottawa yesterday for Washington to confer with Ambassador Bryce and United States officials in reference to the regulations governing the North Atlantic fisheries of Canada and Newfoundland. The Hague Tribunal award contained a proviso that regulations based on that award and affecting United States fisheries should be first subject to conference between the representatives of the countries concerned.

Falling agreement, the points in dispute are to be referred to the adjudication of an independent tribunal to be appointed under the provisions of the award.

Mr. Hazen's mission is to finally clear up a few minor matters connected with the carrying out of the Hague award in this particular. It is expected that an agreement can be reached with the United States without the necessity of recourse to any further tribunal as provided for.

Mr. Hazen will also take up with the American authorities the long-standing question of bringing into effect the international agreement respecting the joint control of fisheries in boundary waters. He was accompanied by E. L. Newcombe, Deputy Minister of Justice.

Feb. 19.

# CRAFT MAKING GOOD RECORD.

SCH VICTOR AND ETHAN 48 DAYS REACHING STRAITS OF MAGELLAN.

The progress of the auxiliary fishing sch. Victor and Ethan from Boston to Seattle, round the Horn, is attracting considerable attention from fishermen and yachtsmen, for it has the essentials of a yacht race against time. Capt. Robert Lathiege, the navigator, who was last year mate of Demarest Lloyd's schooner yacht Seneca, will get the prize of a hat from Capt. Thomas Somers of the Seneca, formerly a well known fishing master of this port, if he gets his vessel to Seattle within 100 days from the time she left Boston.

A few days ago, Capt. Somers received a letter from Capt. Lathiege, dated December 28, at the Straits of Magellan, which said that the Victor and Ethan was then out of Boston 47 days, 17 hours, 37 minutes and that the captain had great faith that he would yet wear Capt. Somers' hat.

The distance covered was 7877 miles, not quite half the trip. "Not a rope yarn parted and all well," was also cheering news.



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## LAST OF THE HERRING FLEET

SCH. 'SMUGGLER' HERE THIS MORNING FROM PORT AUX BASQUES, N. F.

Sch. Smuggler, from Port aux Basques, N. F., arrived this morning with a cargo of frozen herring shipped overland to that port from Bay of Islands, consigned to the Gorton-Pew Fisheries Company. The craft hauls for 800 barrels of frozen herring, 45 barrels of salt herring and 10,000 pounds of salt cod, in addition.

Sch. Mary F. Curtis is also down from Boston with about 8000 pounds of fresh fish, left over from Saturday.

The gill netters secured about 30,000 pounds Saturday, and about 25,000 pounds of fresh fish yesterday. This morning most of the fleet got underway for the day's fishing.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Mary F. Curtis, via Boston, 8000 lbs. fresh fish.

Sch. Smuggler, Port aux Basques, N. F., 800 bbls. frozen herring, 45 bbls. salt herring, 10,000 lbs. salt cod.

Sch. Annie and Jennie, shore.

Sch. Slade Gorton, via Boston.

Sch. Alert, via Boston.

Sch. Manomet, shore.

Sch. Jorgina, shore.

Str. Quoddy, gill netting, 2300 lbs. fresh fish.

Str. Rough Rider, gill netting, 1800 lbs. fresh fish.

Str. Margaret D., gill netting, 5000 lbs. fresh fish.

Str. F. S. Willard, gill netting, 4000 lbs. fresh fish.

Str. Nomad, gill netting, 2200 lbs. fresh fish.

Str. Bethulla, gill netting, 700 lbs. fresh fish.

Str. Venture, gill netting, 1500 lbs. fresh fish.

### Saturday's Gill Netting Arrivals.

Str. Ibsen, gill netting, 2500 lbs. fresh fish.

Str. Quoddy, gill netting, 1500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 2100 lbs. fresh fish.

Str. Mindora, gill netting, 1000 lbs. fresh fish.

Str. Rough Rider, gill netting, 1500 lbs. fresh fish.

Str. Margaret D., gill netting, 4500 lbs. fresh fish.

Str. F. S. Willard, gill netting, 4000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 1300 lbs. fresh fish.

Str. Nomad, gill netting, 4000 lbs. fresh fish.

Str. Enterprise, gill netting, 2000 lbs. fresh fish.

Str. Venture, gill netting, 1000 lbs. fresh fish.

### Vessels Sailed

Sch. Harriet, haddocking.

Sch. Little Fannie, haddocking.

Sch. Belbina P. Domingoes, haddocking.

Sch. Clara G. Silva, haddocking.

Sch. Emily Sears, haddocking.

Sch. Jeanette, haddocking.

Sch. Rebecca, haddocking.

Sch. Jorgina, haddocking.

Sch. Edith Silveria, haddocking.

Sch. Laverna, haddocking.

Sch. Benjamin A. Smith, haddocking.

### TODAY'S FISH MARKET.

#### Salt Fish.

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3. Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.

Hake, \$1.50.

#### Fresh Fish.

Haddock, \$1 per cwt.

Peak cod, large, \$2.15, medium, \$1.75, snappers 75 cts.

Western cod, large, \$2.25, mediums, \$1.85, snappers 75 cts.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 8 1-2 cts. per lb. for white and 9 1-2 cts. for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.75 to \$3.25 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

Feb. 19.

## READY FOR THE LENTEN TRADE.

T WHARF DEALERS START WEEK WITH GOOD SUPPLY OF FISH.

Another batch of off shore crafts arrived at T wharf, Boston, over Saturday and Sunday, all bringing in big fares which, with that of the shore boats, gave the dealers a nice supply for the opening trade of the week.

The new sch. Flora L. Oliver, Capt. Viator Oliver, is at the dock from her maiden trip. Capt. Oliver has a nice fare, hauling for 70,000 pounds, 30,000 pounds of which are cod. He is very much pleased with the new craft and makes a good start upon her initial trip.

Other arrivals include sch. Frances S. Grueby, Capt. Enos Nickerson, from her third trip with 82,000 lbs., sch. Morning Star, 76,000 pounds, sch. Lizzie M. Stanley, 55,000 pounds, sch. Adeline, 75,000 pounds, sch. Georgiana, 73,000 pounds, and sch. Gov. Foss, 73,000 pounds.

With the approach of the Lenten season which commences with Ash Wednesday, there is every indication that there will be plenty of fresh fish, provided weather conditions are good, together with good business for the dealers.

Haddock sold this morning at \$1.75 to \$3.50 a hundred weight, large cod, \$4.25 to \$5, market cod, \$2.50 to \$3, hake, \$3 to \$6.35, pollock, \$3, cusk, \$2.50 and halibut, 16 cents a pound right through.

### Boston Arrivals.

The fares and prices in detail are: Sch. Annie and Jennie, 6500 haddock.

Sch. Leo, 2500 haddock, 500 cod, 2000 hake.

Sch. Flavilla, 4000 haddock, 500 hake.

Sch. Mary C. Santos, 17,000 haddock, 300 cod, 5000 hake.

Sch. Jennie Gilbert, 4000 cod.

Str. Foam, 37,000 haddock, 5200 cod.

Sch. Morning Star, 60,000 haddock, 10,000 cod 5000 hake 1500 halibut.

Sch. Lizzie M. Stanley, 36,000 haddock, 5500 cod, 9000 cusk, 3500 halibut.

Sch. Flora L. Oliver, 20,000 haddock, 30,000 cod, 15,000 hake, 5000 cusk.

Sch. Frances S. Grueby, 77,000 haddock, 3000 cod, 2000 halibut.

Sch. Adeline, 70,000 haddock, 5000 cod.

Sch. Georgiana, 40,000 haddock, 17,000 cod, 6000 hake, 10,000 cusk.

Sch. Elva L. Spurling, 7000 haddock, 1500 cod, 1000 hake.

Sch. Richard J. Nunan, 2000 haddock, 500 cod, 7500 hake.

Sch. Stranger, 2500 haddock, 1000 cod, 3000 hake, 4000 pollock.

Sch. Rose Standish, 2000 haddock, 500 cod.

Sch. Jeanette, 10,000 haddock, 500 cod.

Sch. Actor, 2000 haddock, 2500 cod.

Sch. Washakie, 9000 haddock, 500 cod.

Sch. Elizabeth W. Nunan, 22,000 haddock, 500 cod, 1500 hake.

Sch. Gov. Foss, 60,000 haddock, 13,000 cod.

Sch. Maud F. Silva, 11,000 haddock, 400 cod.

Haddock, \$1.75 to \$3.50; large cod, \$4.25 to \$5; market cod, \$2.50 to \$3; hake, \$3 to \$6.35; pollock, \$3; cusk, \$2.50; halibut, 16c for white and gray.

### PORT OF GLOUCESTER.

#### Arrived Today.

Tug Sadie House, Boston.

Sch. Frances V. Sawyer, returned.

Sch. Methebesic, returned.

Barge Bonanza, South Amboy, coal.

Barge Bear Creek, South Amboy, coal.

Barge Haverford, Perth Amboy, coal.

Tug Wyoming, South Amboy.

Tug Tacony, South Amboy.

#### Fish Landings at T Wharf.

A total of 83 fares, aggregating 2,343,200 pounds of groundfish were landed at Boston for the week ending February 16, against 105 arrivals or 2,566,700 pounds for the same period of 1911.

Feb. 19.

## BILL OF HEALTH IS NECESSARY.

FOR BANKERS AND SHACKERS WHICH MAY MAKE PORT AT ST. PIERRE.

Masters of salt bankers and shackers making port at St. Pierre, Miquelon the coming season are liable to find themselves in trouble and a prison term facing them should they be without a proper bill of health.

The local Custom house calls the attention of all vessel owners and masters to the following abstract of a letter just received from the office of the Commissioner of Navigation:

"The Health department of St. Pierre and Miquelon is enforcing strictly the general French law requiring all vessels from foreign countries, which touch at ports in France or the French colonies, to show proper bills of health.

"Vessels coming from American or Canadian ports are expected to show bills of health, and the certificates should be visited by the French consular officer at the port from which the vessel clears. Should there be no consular officer a certificate from the customs authorities will suffice.

"Even fishing vessels will be required to produce bills of health. It will be advisable, therefore, for all vessels intending to touch at St. Pierre to secure bills of health from the proper authority, and have them visited by the French consular officer, should there be such an officer before sailing.

"The penalty for failure to produce a proper health paper includes imprisonment."

Feb. 20.

## BIG PLANS FOR NEWFOUNDLAND.

Plans for the coming year which include the improvement of the fisheries, the extension of roads, additional coastal steamers, better telephone, telegraph and wireless facilities, and a general scheme to combat tuberculosis through the agency of the Reid Sanatoriums, recent gifts to the colony, were announced by Governor Ralph Champney Williams in his opening address to Newfoundland Legislature. He also forecasted extension of old-age pension system by making school teachers eligible as pensioners.

Governor Williams declared the prosperity of the colony to be unexampled, this welcome condition being due, he said, to the good fisheries, the high prices secured for exported goods, and the exceptional progress that has been made in farming, mining and manufacturing industries. He announced a handsome surplus from the revenue of the last fiscal year and stated that the colony's income still continues to exceed all past records.

Feb. 20.

### Made Fine Stock.

Sch. Mildred Robinson, Capt. Leslie Coffill which arrived at Boston Saturday, stocked \$2008 as the result of her trip, the crew sharing \$72 each. Considering that it was the week-end when trade and prices are not exceptionally brisk, the crew did exceptionally well, their share being one of big ones in the winter haddock fishery.

### On the Railways.

Sch. June is on Rocky Neck railways. Sch. Manomet was on Parkhurst's railways yesterday afternoon, and sch. Patriot and tug Nellie are on there this morning.

### Crafts Fitting Out

Schs. Gossip, J. J. Flaherty and Annie M. Parker are fitting for early salt banking trips.

Sch. Patriot is fitting for a Georges handlining trip under command of Capt. William Bissert.

### Frozen Herring Notes.

Sch. Jennie B. Hodgdon has gone to Boston where she will discharge her frozen herring.

Feb. 20.

### THE STEAM TRAWLER.

The schooner fishermen have the best of reasons for protesting against the steam trawlers, which are beginning to appear upon the fishing grounds on this side of the North Atlantic. And it is important that the public should understand the ground of this protest. Some are so misinformed that they imagine it to be a contest between vessels propelled by steam and others in which the wind is still the propelling power. Some fancy that the whole trouble grows out of jealousies and rivalries incident to any industry. This, however, is beside the mark. Jealousies have nothing to do with the matter. It makes no difference how vessels are propelled, but it does make a tremendous difference as to what method is used in fishing. And the protest against the steam trawlers is a protest against a method of fishing. These steam vessels use a beam or an otter trawl which scoops up everything in its path with the result that large numbers of fish which are yet unfit for market are destroyed, and damage is done to the feeding places. Such methods in the North Sea resulted in the tremendous impoverishment of the fishing grounds. The claim is made that the effect will be the same on the banks, and that in a relatively short time these famous fishing grounds would be made almost worthless.

The protest to Congress, therefore, is a protest against waste, and against the destruction of fishing grounds, which for nearly three centuries have been a source of food and of wealth to the inhabitants of the United States and of Canada. It is a demand that Congress prohibit methods which are needlessly destructive, and apply to the fishing industry the same policy of conservation which is being urged for other natural products. Action needs to be prompt, for damage may be done very quickly, but it is repaired very slowly. Naturally men who see in the steam trawlers an easy and quick method of making money are protesting hard. But Congress can hardly consent that a few men shall fatten and, in the end, leave many to starve.

In too many cases action is taken too late. In this matter we may well be forehanded. Fish is too important an article of diet to be wasted. The fishing industry of New England is too important to be destroyed.

Feb. 20.

## THIRTY MORE FOR LUNENBURG.

A recent visitor to Lunenburg tells us, says the Maritime Merchant, that the fleet this season will be increased by the addition of 30 new sail. These with an allowance for vessels disposed of brings the total up to 140. Measured by numbers this is not quite as great as it has been before, but measured by tonnage it establishes a new high record.

The old type of fishing vessel was about 25 per cent. smaller than the new ones of today and very much less expensive. It is said that the average cost of the 30 new ones is in the vicinity of \$12,000 each; so they will show a total of new capital invested of \$360,000.

We asked whether there was any difficulty to get crews for all these new ships, and the answer was, none whatever, any man who could get a bulder to supply him with a vessel this year had no trouble to sign on a crew almost without the asking.

These are days of great hopefulness in Lunenburg county. The fishermen made a tidy sum of money last year and they are hoping to duplicate it this season. They must not forget, however, that they had very good luck in getting clear of their cargoes at just the right time last season, and that they cannot expect to be equally fortunate every year.